

ference to the strictures passed by Lord Roberts on General Galders' despatch upon the Stormberg reverse. Asked whether inquiry would be made into alleged differences between Mr. Rhodes and Colonel Kekewich during the siege of Kimberley, Mr. Wyndham replied in the negative, and added that he was not aware that the authority of "Colonel Kekewich" in regard to the military disposition for the defence of that place had been questioned. A proposal from the Nationalist benches in favour of the establishment of a Roman Catholic University in Ireland led to a long debate. Mr. Balfour, describing himself as engaged in a missionary enterprise in connection with this subject, said he meant to do all he could to spread views which he held with almost passionate earnestness. On the other hand, it was not a Government policy which he was advocating, and while he would endeavour to convert those who differed from him he could not coerce them into granting Ireland's demand. In his opinion it would be well for the Irish party and the Irish hierarchy to make perfectly clear that what was desired was higher education, and not ecclesiastical interests. Mr. John Morley said he thought the debate had done the House as high honour as any that had ever taken place within the hall, and deprecated a division, believing that in a reasonable time the Commons would be unanimous for the concession for which Mr. Balfour had made so powerful an appeal. Mr. T. Healy insisted on a division, and Mr. T. Farrell's motion was defeated by 177 votes to 91.

Departure of H.M.S. "Terrible" from Durban.

The first-class cruiser *Terrible*, from which was drawn part of the Naval Brigade, which rendered such gallant service in the defence of Ladysmith, left Durban on 27th ult. to take up duty on the China Station. Large crowds, which completely lined the harbour quays, turned out to give the vessel a hearty send-off. As the cruiser got under way, Captain Percy Scott, who during the time he had acted as port commandant at Durban, had made himself extremely popular, signalled in response to the cheers of the spectators, "Good-bye to Durban. We hope by the time we get to Hongkong General Roberts will have heard of the Viceroy, and will have the flag which Natal has so materially assisted to uphold." This message was received with tremendous cheering, which was heartily responded to by the bluejackets on board the cruiser.

Home, Foreign, and General War News.

The only despatch beyond casualty lists, issued by the War Office on 26th ult., was the following from Lord Roberts:—Blomfontein, March 28th. Clements occupied Faurembourk yesterday, without opposition. One 9-pounder and one Maxim discovered in prospecting shaft of mine, and large quantity of ammunition buried. Arms surrendered gradually, and inhabitants settling down. Lieut. Colonel Picher visited Ladysmith on 26th. On leaving the town he was attacked by a party of the enemy. A private of 10th Hussars was wounded, and five men were missing. During the skirmish north of the Modder River on 25th instant, the following casualties occurred:—3rd Lancers—Wounded, a man; missing, 3; 10th Lancers—Wounded, Captain Stanley (already reported), and 5 men; 3 of the latter taken prisoners.

The main line of railway over the Orange River was reopened for traffic on 28th instant, the permanent way having been laid along the wagon bridge at Bethulie.

Advices from Pretoria received at Lourenço Marques maintain that the whole command, 6,000 strong (supposed to be "Oliver's"), has arrived at a place of safety.

A Central News despatch from Ladysmith describes the damage which it is found the Boers have inflicted upon the farms and property in the neighbourhood of Ladysmith. In many instances attempts had been made to burn the whole of the buildings, and in other cases the doors and windows have been ruthlessly smashed and the furniture removed.

From Kimberley comes a report that 73 cases of dynamite have been discovered at Dronfield Camp, and that the military authorities have been informed that 100,000 rounds of Mauser ammunition had been unearthed in one lot at Boshof.

Duke of Norfolk going to South Africa.

The Duke of Norfolk, who is going to the front as an officer of the Sussex Imperial Yeomanry, is many things besides being Postmaster-General; he is by birth Premier Duke and Earl, Hereditary Earl Marshal and Chief Butler of England; he is Knight of the Garter, and he has performed public duties in a variety of ways, having been Colonel of Volunteers and Mayor of Sheffield. He is moreover, the recognised representative of the Roman Catholics of Great Britain. The Duke is 52 years of age.

It was stated on 28th inst. in the Parliamentary Lobby that the Duke of Norfolk sent in his resignation of the Postmaster-Generalship four days previously on account of his approaching departure for South Africa. Efforts have since been made by his colleagues to induce him to retain his office.

Unfortunate Mishap to Guards Officers, one killed and three wounded.

Lord Roberts on 24th inst. forwarded the following despatch from Bloemfontein:—Lieutenant-Colonel Crabbe (Captain Trotter, and Lieutenant Hon. E. Lygon (Grenadier Guards), and Lieutenant-Colonel Codrington (Coldstream Guards) rode eight or nine miles beyond their camp on the Modder River without any escort except a troop of the Grahams-ton Light Horse. They were fired upon by a party of Boers. Lygon was killed, Crabbe seriously wounded, right forearm bone splintered, and slight flesh wound in right leg. Codrington's severe flesh wound upper leg. Captain Trotter, very serious wound, right forearm bone broken, the trooper, named Turner, was also wounded slightly. One of the wounded officers holding up a white handkerchief the Boers came to their assistance, and did all they possibly could for them, attending to their wounds and getting them conveyed to the nearest farm, where they were taken care of during the night. From other reports it appears that the officers named were out searching for forage when they espied a small party of Boers riding in the distance. Our officers, armed only as the Daily Mail's Correspondent puts it, with gigantic pluck and Welby revolver, never hesitated to endeavour to head off the enemy with a pistol. The enemy retired to a kopje, and opened fire with their rifles, killing Lieutenant Lygon, who was shot dead through the heart, and wounding all the rest of the party. Perceiving the result of their fire, the Boers, who proved to be the Johannesburg Mounted Police, approached the wounded group of officers and expressed regret, bound up their wounds, helped them, and gave permission to the surgeons and ambulance to come and take the party of wounded officers to Bloemfontein.

THE NEW PHILIPPINES COMMISSION.

The Commission recently despatched by President McKinley to the Philippines is expected to assemble at Manila in the early part of May. It consists of five members, namely:—

Judge Wm. H. Taft (of Cincinnati, Ohio), President; Professor Dean C. Worcester, (of Michigan), Mr. Henry C. Ide (of Vermont), Mr. Luke E. Wright (of Tennessee), and Professor Bernard Moses (of California), associate members.

Professor Schurman was President of the First Commission and is now connected with Yale University declined to serve on this new Commission, as also did Colonel Charles Denby who was associated with Professor Schurman on the first Commission, or rather Advisory Board to President McKinley as it turned out to be, and is in fact so admitted by the Commissioners themselves.

THE RE-NAMING OF NEW HARBOUR, SINGAPORE.

"KEPPEL HARBOUR."

"Owing to the fact that Admiral Sir Henry Keppel will only return to Singapore in H.M.S. *Linnet* to-morrow, prior to his departure by the homeward P. & O. mail *Mastilia* on Friday, says the *Singapore Free Press* of 18th inst., it will be difficult to make arrangements beforehand for the little ceremony that is to honour New Harbour by its future permanent association with the illustrious name of 'Keppel.' We understand that His Honour Sir Alexander Sweetenham with a party will proceed on board the *Seabell*, with Sir Henry Keppel on board, round by St. John's and on into New Harbour by the westward. The *Linnet* and *Rattler* are expected to accompany, and the latter will then continue her voyage home to England.

"All agents of local boats would order steam to be got up, and 'dress ship' the procession might well be worth looking at, besides being a compliment to the fine old Admiral to whom Singapore has always been dear.

"Local launches might proceed out westwards through 'Keppel Harbour,' and await the coming of the *Sea Belle* so as to add their share to the celebration.

"Nothing official is announced, and there will probably be no chance of this to-morrow, unless the hour of return is as late as 3 p.m.

"If the ceremony comes off, as it is hoped it will, in pretty much the above way, it will deserve the cooperation of all. If Raffles founded the Settlement, it was Keppel who discovered the splendid capacities of the land-locked channel that will bear his honoured name in future."

The *Strait Times*, however, gets upon its hind legs over this tribute to the gallant old Admiral, and on the 19th instant, the day on which the ceremony was to take place says:—

"The point is that New Harbour Channel is marked upon thousands of charts scattered all over the world, and retained in all mercantile offices for the guidance of shipmasters who may undoubtedly be called upon at any time to perform a voyage to this part of the world. Of Keppel Channel, of which these people will now hear as they approach via Ceylon or the Dutch territories, they know nothing, and will understand nothing, since it will not be easy to convince a shipmaster, whose information comes from a native boarding officer, that something that is marked on his chart as New Harbour Channel is really the same thing as something else that is marked Keppel Channel. No doubt the Board of Trade notifications will be hurried all over the world about the new channel, and the shipping community feel keenly that hundreds and thousands of men are to be worried over a change that is of no use to anybody. We do not say ships will go ashore because of this alteration, but hundreds and thousands of persons will be annoyed all over the world.

"Steam-launches are to leave Johnston's Pier at 3.30 p.m. and are expected to take the guests on board the *Sea Belle* at 3.30 p.m. It will be observed how, with wonderful lack of consideration for the merchants, the shipowners, and the dock company managers, His Honour the Acting Governor has fixed the hour at the very time when these men should be receiving and signing their drafts on the banks, and signing bills of lading, and dictating their principal's orders. Thus with a happy ignorance of the customs of a mail day in a great mercantile port, His Honour is heaping unpleasantness upon the mercantile community. Our sympathy is for poor Admiral Keppel, who is an honourable, courteous, and honest survivor of a glorious past, and who if he were in possession of all his vigour would not allow such injury and annoyance to be done in the name of Keppel."

The *Strait Times* may be annoyed it is true, but we do not think that hundreds and thousands of people will be. Admiral Keppel is too well known and respected for that, and for his argument about mail days, we may point out that there are many mail days but only one Keppel.

GOLD DREDGING IN BORNEO.

"BIG THINGS" IN SIGHT.

About 18 months ago Mr. T. R. Toby, well known in Australian mining circles, left Sydney under engagement with a strong syndicate to examine and report upon certain mining concessions held by the Alluvia Company, a Java venture, which had been secured on its behalf in Sambas, Dutch West Borneo. The result was that he returned to Australia to secure dredging machinery for use on these concessions. At Melbourne, in March last, he was interviewed by a representative of the *Australian Mining Standard*, to whom he gave the following particulars of his experiences:—

"At Sambas, in Dutch West Borneo, I discovered, 400 place dug and a half miles south-east from Langkajan, Batoe named Sa Pa, the best tract of alluvial gold in the world. Speaking specially of the Lohmar concession and referring property, I reported having examined enormous deposits of gold-bearing matter—in fact, gold was very freely distributed throughout the material. The nature of the country is decomposed pyritic matter, and tests made showed that it carried over 7 dwts. of gold to the ton. There are millions of tons in sight. Enormous bodies of quartz floaters, too, abound in the locality. These floaters, in my opinion, have come away from the reefs. Many of them contain gold averaging from 100z. to 150z. A peculiar feature of the gold contained in the stone is that it is all of crystalline formation. At first sight crystalline pieces of gold might be mistaken for cubes of pyrites. The gold averages about 98 fine. Another promising place is at a river called Sungai Raya. There with small spoon dredges, holes were put down in various portions of the river, and in each very rich gold was found, but the result of the work convinced me that there would be a difficulty in working on a larger scale, because of the snags and dead timber in the river.

"On the Melau River Mr. Toby reported on a river concession held by a Sumbawa syndicate. This river was prospected for about three

months. Holes were put down every 10 miles for a distance of 250 miles and in every instance the returns were phenomenal. In fact, some of the returns were phenomenal. Mr. Toby added, 'to obtain the most modern machinery for working the Borneo flats and rivers. I think we have one of the biggest things in the world. Never in all my travelling experience have I seen such a vast extent of alluvial ground as is to be obtained in Borneo. Fully two-thirds of the ground held by my syndicate is alluvial country. I am positive that Borneo will shortly come to the fore as one of the greatest gold producers in the world. In the early days the Chinese made good money with their crude appliances, but could not fight against the water, so where they finished we propose to start."

"STROLLING PLAYERS."

A MUCH TRAVELLED COMPANY.

"ALL THE WORLD'S A STAGE."

Yes, but our stage is all the world. There's a difference," said Miss Delroy. The Ada Delroy Company who are now giving their clever and unique performance nightly at the Jubilee Hall, have just returned from Peshawar and Quetta; that is the furthestmost corner of the British Empire they have reached, in that direction, but at Coldaird, Vancouver, Hongkong, Dunedin, Mandalay, Malta, Hobart Town, Kimberley, it has played, to say nothing of towns through the United States, Japan and the Transvaal. They have made the circumference of the globe four times. There have played in every English speaking country of the world and many countries where English is not spoken. Twenty-six weeks ago they were playing in the now famous Ladysmith and Mafeking. They were in Bulawayo with Baden-Powell and in another two or three months they will be again delighting their old friends in Australia. The British Isles they know well and it was only after every town in England, Ireland, Scotland and Wales had been visited that they crossed the seas. There is a curious sense of imperialism in the thought that a small band of strolling players may start out from England and ring the world by half a dozen rosters, never once leaving their kinsfolk behind them.

Miss Ada Delroy is a bright-eyed little lady, short in stature with nut brown hair and an immense fund of vivacity. She sings comic songs with great gaiety and go, and is dancing the cox. The Coburns of Capello, just after the late Fuller struck New York with the new celebrated serpentine dance, it was none other than the Calcutta nautch-girl's imitation of the snake adopted by Miss Delroy and further evolved by Miss Lois Fuller for the introduction of sticks and limelight effects. All praise must be given to the latter artist; but it was a stroke of genius that inspired Miss Delroy to originate the dance, and on her the highest meed must be bestowed for beholding in the despised Indian Nautch, the potentiality of the most graceful dance on the English stage. Miss Delroy is sister to Marie Loftus and Cissie Loftus is her niece. Her brother, Mr. James Bell, who manages this show, is an excellent comedian whose life in England runs to 37 years. Associated with Mr. Bell is the White Mahatma. For sixteen years now she has been interpreting secret thoughts. Truth has flattered her. Mr. Stand has accorded her a niche beside Julia; and both circumstances were altogether excellent for business. Truth so far retracted that Labouchere after having given the mystery a practical test declared it to be "a very clever trick." No claims made for occult or supernatural power. Mr. Bell says the results are obtained by natural means, but which are not yet thoroughly understood by anyone; but the power may be utilized at some future time for scientific purposes. Meanwhile, it leaves behind an eerie feeling that even a man's most private thoughts are not his absolute property. What a ludicrous group of little fleshed puppets would appear if all our little ambitions, petty motives and passing desires were recorded and the character of each individual sketched from these.

At the outset of the performance Mr. Bell states that accuracy is not guaranteed, but in about 80 per cent of her replies the White Mahatma is correct. These mistakes, frequently only in lesser detail, are perhaps the most convincing feature. They seem to proclaim the mystery to be something more than a trick. The Mahatma will give the exact particulars of the dress and the appearance of people sitting in a distant part of the theatre, not only of one person but of two or three sitting together. This could hardly be done by mnemonic effort and the simplest solution is that the person described stands before the mental vision of the speaker.

Even in these days of running to and fro it is a rare experience to come across people with whom one may discuss the cities of the earth with the same intimacy as Indian Hill Stations, as you may do with Miss Delroy and Mr. Bell. If you have not been to a place, they will give you the history of the place. They have done a little land speculation in Fremantle, dabbled in real estate in Vancouver, built a theatre in Cape Town and played with South African reefs and scrip. So you wander up and down the world's surface asking how this place has changed, whether so and so still lives in Melbourne or if they have run across that other Johnny in Yokohama? Albany on the Hudson gets mixed with Albany above St. George's Sound and you are never sure what latitude your conversation may reach next. They have spent more money in travel and have travelled more miles than any other company of the like number in the world. They have miles of eulogistic press notices. Their silk and satin programmes show their performances before Princes, Rajahs, presidents, governors, and potentates in all parts of the civilized world.

Hard as the life of the strolling players undoubtedly is, those who have once entered it and have been fairly bitten by the giddy of travel are never allowed to rest in peace. Fate forces them on and on. There's a fascination in the life that covers all, hardship, the roughness and the weary routine. To fit from city to city, from hotel to hotel, living half the time in trains and steamboats—that is all the life they lead. Their gaiety is unsurpassed. They never seem to lose heart or spirit; the strong camaraderie and bonhomie that prevails among the wide world more or better samaritans can be met with than among the little army of strolling players, who live to amuse their exiled fellow countrymen, and to bring healthy laughter and wholesome merriment to corners of the empire where it is too seldom to be found. The little regiment of merrymen under the command of Ada Delroy is one of the happiest families I

have met. Their exceptional ability wins good coin for them wherever they go, and a full exchequer, after all is said and done, is not the smallest factor in *Mortal Happiness*.

THE AFFAIRS OF CHINA.

OFFICIAL DESPATCHES.

A bulky Blue-book containing further correspondence respecting the affairs of China was issued last night, and covers the period from December, 1898, down to January 13th last. Altogether 462 despatches are included in the volume, dealing with a large number of subjects, among the most noticeable of which are the claims for compensation for the sinking of the British ship *Kowshing* during the Chinese-Japanese war, the murder of Mr. Fleming, a missionary in the China Inland Mission, by Chinese Militia in November, 1898, the French settlements at Shanghai and Hankow (concerning which assurances were given to Lord Salisbury by the French Government), the navigation of the river Yangtze, the mining concessions in Szechuan granted to Mr. Brichard Morgan, M.P., pier in the West River, the conversion of Nanking from nominally a treaty port to an open port, the Anglo-Russian agreement regarding railway enterprise, and various railway concessions.

With respect to the murder of Mr. Fleming, our Minister at Peking made energetic representations to Tsung-li-Yamen and declared that unless the headman of the district were arrested, the dismissal of the governor would be demanded. The Chinese Government took no satisfactory action in the matter, and after months of negotiation the British representative addressed a strongly worded communication to the Yamen repeating his demand. In this he drew their attention to the fact that in dealing with questions between Great Britain and China

"We had been very anxious to avoid any forcible action which would lower the position of the Chinese Government, because the maintenance and improvement of that Government constituted a vital element of British policy. The Yamen must, however, help us to pursue it, and must not compel us to take measures not conducive to the independence and stability of China in order to obtain justice for ourselves."

The result of this remonstrance was that 15 days later our representative was officially notified of the capture of the headman who during the protracted negotiations had fled.

Even greater dilatoriness was shown by Tsung-li-Yamen in the Kowshing case, and last June Lord Salisbury refused to allow the Chinese Government to transfer the discussion of the matter from Peking to London. Thereupon the Yamen asked for more time to consider whether they would agree to submit the case to arbitration as requested by Great Britain. Nearly four months more having elapsed, Lord Salisbury desired Sir Claude Macdonald to again press the matter, and a few days later the Chinese Government instructed their Minister in London to arrange with our Foreign Office the mode of procedure for arbitration of the claims.

Sir Claude Macdonald, in an interesting despatch describing the reception by the Empress Dowager of the wives of the foreign representatives in December, 1898, writes:—"Her Majesty made most favourable impression by her courtesy and affability. Those who went under the idea that they would meet a cold and haughty person of strong imperious manner, were agreeably surprised to find her Majesty a kind and courteous hostess, who displayed both the tact and softness of a womanly disposition. The incident adds his Excellency may be considered to mark another step in the nearer relations of China and foreign nations."

The Blue-book also contains despatches which have been exchanged between Lord Salisbury and Mr. Choate regarding the assent of Great Britain to the United States proposals for the open door policy in China. The Ambassador, in acknowledging Lord Salisbury's note, says he is instructed by Mr. Hay, American Secretary of State, to express his gratification at this cordial acceptance by Her Majesty's Government of the proposals of the United States.

THE PRINCE OF WALES.

THE ATTEMPTED ASSASSINATION.

A QUEER EXCUSE.

A Reuters telegram, dated London 7th instant, gives full particulars of the attempt on the life of the Prince of Wales at Brussels. It appears that Spidlo, the tinsmith who fired on the Prince, has implicated a shoemaker, named Meert, who has been arrested. Spidlo and Meert maintain that the firing at the Prince of Wales was not connected with politics, but merely the outcome of a foolish bet. At eye-witness of the outrage says that the attack was sudden and without the slightest premeditation. Only a few minutes before His Royal Highness had left his saloon, and promenade the platform in company with his Equerry, Spidlo, whose presence had not been noticed, sprung on the footboard of the carriage just as the train started. He fired two shots through the window, and would have emptied his revolver had not the station-master rushed up and struck down his arm. The station-master dragged the would-be assassin from the footboard, and the crowd that had been attracted by the firing threw itself on him. It was with great difficulty he was saved from being torn to pieces. The train was stopped, and the Prince came to the window to enquire the cause of the disturbance. When told he exclaimed: "Simply a *faux pas*! You! The Prince's cool courage and nonchalance made every favourable impression on the crowd who raised their hats and cheered. The Prince's Equerry has wired from Cologne that the Prince and Princess are none the worse for this untimely incident.

SHIPPING REPORTS.

Captain Laver, of the steamship *Kalgan*, from Wuhu and Chinkiang, reports:—Strong N.E. wind and high sea throughout.

Capt. R. Lincoln, of the steamship *Kowshing*, from Shanghai, reports:—Moderate Northwesterly and N.E. winds from Shanghai to Luncheon with overcast and cloudy weather, thence to port fresh E.N.E. winds, moderate sea with fine clear weather.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports:—Taiwan to Amoy fresh N.N.E. gale and high sea. Amoy to Swatow similar weather. Swatow to Hongkong moderate N.E. breeze and clear with moderate sea. Vessel at Amoy on the 26th inst.—*Seang Lung*. At Swatow on the 27th:—*Pochoon*, *Ching-shan*, *Szechuan*, *Dagmar* and *Neuchuang*.

Captain St. John George, of the steamship *Arila*, from Sydney &c., reports:—Left Sydney April 5th, Brisbane 7th, Keppel Bay 9th, Townsville 11th, Cooktown 12th, Thursday Island 14th, Port 17th, and left on the 18th, and Manila 25th. Experienced moderate S.E. winds to Keppel Bay with fine weather, thence to Thursday Island moderate N.W. winds and fine weather, Port Darwin light variable winds and fine weather, Manila S.E. winds, varying to N.E. and N.W. with occasional showers and fine weather, from Manila to Hongkong strong N.E. monsoon and high sea to arrival.

NOTANDA.

CALNDAR.

Metereological means based on ten years' observations to 1893.

Barometer	30.09
Thermometer	62.0
Humidity	8.0
Rainfall	1.08

TO-DAY.
Saturday, 28th April, 1900.
Chinese—20th of 3rd moon of 26th year of Kwong-shi.
Sun—Rises 5hr. 32min.
Sets 6hr. 23min.
High water—Morning 9hr. 43min.
Afternoon 9hr. 33min.
Low water—Morning 3hr. 23min.
Afternoon 3hr. 43min.
ANNIVERSARIES.

1400—Chaucer died.
1789—Mutiny of the *Bounty*.
1881—Ratification of Korean treaty with England.
1888—Privy Council for Japan constituted by Imperial Decree.
1896—The sentences passed upon the Reform leaders at Pictoria commuted.

TO-MORROW.
Sunday, 29th April, 1900.
Chinese—1st of 4th moon of 26th year of Kwong-shi.
Sun—Rises 5hr. 31min.
Sets 6hr. 23min.
Noon—New Moon 9hr. 20min. p.m.
High water—Morning 10hr. 31min.
Afternoon 10hr. 21min.
Low water—Morning 4hr. 21min.
Afternoon 4hr. 21min.
ANNIVERSARIES.

1836—Crimean War ended.
1876—Piracy of a fishing junk near Cape D'Agular, Hongkong; 9 of the crew murdered.
1879—Alexander of Battenburg elected Prince of Bulgaria.
1892—Great hurricane in Mauritius; over 1,000 lives lost.
1897—Earthquake at Guadaloupe; many killed enormous damage. Departure of Ayres.
1898—Sir Francis died of plague in Civil Hospital.
1898—Spanish fleet leave St. Vincent for Havana.

AGENDA.

TO-DAY.
Cargo ex *Arila* subject to rent.
8.30 for 9 p.m.—An Emergency Meeting of the Eastern Market Lodge, No. 264.
9 p.m.—Miss Ada Delroy's Company at City Hall.

TO-MORROW.
Cargo ex *Gladie* subject to rent.

CHURCH SERVICES.
St. John's Cathedral.—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church.—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point.—Morning Service, 11 a.m.
St. Francis Church, Wanchai.—Mass (Chin.), 6 a.m. (Port), 12.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point.—Mass, 8 a.m.
Westleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

MONDAY, 30th.

(About) O. S. Co's steamer *Arila* leaves for Liverpool (direct) via Suez Canal.
Noon.—Extraordinary General Meeting of Humphreys' Estate and Finance Co., Ltd., at 38 & 40 Queen's Road Central.
2.45 p.m.—Special General Meeting of members of the Hongkong General Chamber of Commerce, at Chamber Rooms, City Hall.
At the conclusion of the above there will be an Annual General Meeting of members, 3 p.m.—Auction Sale of Crown Land, at the offices of P. W. D. (Lots 176 and 177).
Cargo ex *Arila* subject to rent.

SHIPPING AND MAIL NEWS.

MAILED DUE.
German (*Prinz Heinrich*) 1st prox.
German (*Hamburg*) 1st prox.
Indian (*Stratford*) 3rd prox.
American (*China*) 5th prox.
Canadian (*Empress of Japan*) 10th prox.
American (*Arila*) 15th prox.

The N. P. S. Co's steamer *Olympia*, arrived at Tacoma on the 26th inst.

The steamer *Arila* 2nd prox. from Calcutta, left Singapore for this port this morning.

The N. P. S. Co's steamer *Gladwin*, sailed from Tacoma for Japan and Hongkong on the 26th inst.

The Imperial German Mail steamer *Prinz Heinrich*, left Shanghai on Saturday, the 28th inst., and may be expected here on or about Tuesday morning the 1st prox.

HONGKONG AND WHARF DOCK RETURNS.

<i>Isla de Cuba</i>	at Kowloon Dock.
H.M.S. <i>Whiting</i>	"
U.S.S. <i>Montezuma</i>	"
<i>Carlisle City</i>	"
<i>Progress</i>	"
<i>Taiyuan</i>	"
<i>D. Juan d'Austria</i>	at Cantonment.
<i>Independence</i>	"
<i>Deceit</i>	"

PASSSED THE CANAL.

Outward—25th April—*Antenor*, *Bendish*, *Satish*, *St. Mary*, *Almond*, *Branch*.
Homeward—21st April—*Savola*. 25th April—*Calchas*, *Parramatta*, *Sydney*.
Arrivals at Home—25th April—*St. Mark*, *State of Maine*, *Sarpedon*.

Shipping.

Arrivals.
CHING WO, British steamer, 2,536, Harris, 27th April.—Singapore 22nd April, General—Jardine, Matheson & Co.
KALGAN, British steamer, 1,148, Laver, 27th April.—Wuhu 21st April, and Chinkiang 23rd, General.—Butterfield & Swire.
THALES, British steamer, 830, W. Passmore, 26th April.—Taiwanfou, 25th April, Amoy 26th, and Swatow 27th, General.—Douglas, Laprak & Co.
KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 28th April.—Shanghai 24th April, General.—C. M. S. N. Co.
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 28th April.—Kutchinotzu 22nd April, Coal.—Mitsui Bussan Kaisha.

Departures.
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Arrivals.

CHING WO, British steamer, 2,536, Harris, 27th April.—Singapore 22nd April, General—Jardine, Matheson & Co.

KALGAN, British steamer, 1,148, Laver, 27th April.—Wuhu 21st April, and Chinkiang 23rd, General.—Butterfield & Swire.

THALES, British steamer, 830, W. Passmore, 26th April.—Taiwanfou, 25th April, Amoy 26th, and Swatow 27th, General.—Douglas, Laprak & Co.

KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 28th April.—Shanghai 24th April, General.—C. M. S. N. Co.

KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 28th April.—Kutchinotzu 22nd April, Coal.—Mitsui Bussan Kaisha.

Shipping.

Arrivals.

CHING WO, British steamer, 2,536, Harris, 27th April.—Singapore 22nd April, General—Jardine, Matheson & Co.

KALGAN, British steamer, 1,148, Laver, 27th April.—Wuhu 21st

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PAVIA, DESVREUX ROAD,
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be sold by
PUBLIC AUCTION,
in 13 Lots.

SATURDAY, the 12th May, 1900,
at 2.30 P.M.,
at his AUCTION ROOMS, DUNDRELL STREET,
by
MR. GEO. P. LAMBERT,
Auctioneer.

Lot No. 1.—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.

Annual Crown Rent \$25.
Lot No. 2.—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,260 square feet.

Annual Crown Rent \$25.
Lot No. 3.—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.

Annual Crown Rent \$25.
Lot No. 4.—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.

Annual Crown Rent \$25.
Lot No. 5.—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,260 square feet.

Annual Crown Rent \$25.
Lot No. 6.—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.

Annual Crown Rent \$25.
Lot No. 7.—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 781 square feet.

Annual Crown Rent \$25.
Lot No. 8.—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.

Annual Crown Rent \$25.
Lot No. 9.—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 area 1,260 square feet.

Annual Crown Rent \$25.
Lot No. 10.—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 area 862 square feet.

Annual Crown Rent \$25.
Lot No. 11.—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.

Annual Crown Rent \$25.
Lot No. 12.—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 1,260 square feet.

Annual Crown Rent \$25.
Lot No. 13.—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 1,260 square feet.

Annual Crown Rent \$25.
For further particulars, apply to
C. EWENS,
Solicitor for the Vendors,
or to
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 27th April, 1900. [547b]

For Sale.**FOR SALE AT TIENTSIN.****NORTH CHINA.**

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The premises consist of a six-roomed bungalow, three large godowns, one with a double storey and flat roof suitable for drying purposes, Comrades' Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c. For particulars apply to
T. SKOTTOWE,
Land, Estate, and General
Commission Agents,
Tientsin,
North China.
Hongkong, 9th April, 1900. [466b]

Entimations.**PUBLIC LECTURE.**

THE Undersigned will read a Paper on "SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM," in the CHAMBER OF COMMERCE ROOM, CITY HALL, on WEDNESDAY, the 2nd May, at 5.15 P.M.

A Discussion on the above Subject will follow.
Ladies are invited and the Meeting is Open to the Public.

HENRY E. POLLOCK,
Hon. Secretary,
HONGKONG ODD VOLUMES
SOCIETY.

Hongkong, 28th April, 1900. [545b]

THE PUNJON MINING COMPANY,
LIMITED.

SHARES in this Company on which a CALL of \$1 was made PAYABLE on the 3rd day of March, 1900, and which Call has not yet been paid, are liable to be forfeited, in accordance with the Articles of Association of the Company.

Interest at the rate of 10 per cent. per share will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.

Hongkong, 17th April, 1900. [506b]

WANTED.

A FEW BOARDERS (GENTLEMEN) Central Position on low level, good accommodation with use of Billiard Table and select Library.

Apply **REX,**
c/o This Paper.
Hongkong, 2nd April, 1900. [436b]

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address—
J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

Entimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed:

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 12 per cent. per Annum upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.

Hongkong, 27th March, 1900. [493b]

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED will be held at the COMPANY'S OFFICES, No. 2, Connaught Road, Victoria, Hongkong, on FRIDAY, the 4th day of May, 1900, at 12 o'clock (Noon), when the SUBJOINED RESOLUTIONS which were passed at the EXTRAORDINARY GENERAL MEETING of the Company held on the 18th day of April, 1900, will be submitted for confirmation as SPECIAL RESOLUTIONS.

1.—That the Capital of the Company be increased from \$1,000,000 to \$1,500,000 by the creation of 10,000 New Shares of \$50 each.

2.—That such New Shares be issued at a Premium of \$25 per Share and be allotted to the Shareholders of the Company in the proportion of One New Share for every Two Shares now held by them.

3.—That the Amount due for the New Shares be called up as follows, viz:—
\$50 per Share on the 1st July, 1900, in rank for Six months Dividend out of the Profits of the Year 1900, and the remaining \$25 per Share on the 1st October, 1900.

Dated the 18th day of April, 1900.
By Order of the Board,
EDWARD OSBORNE,
Secretary.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 362 for TEN SHARES of this Company, numbered 7165 to 7174, and dated the 26th May, 1893, in the name of FUNG WA CHUN, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating the same.

By Order,
C. MOONEY,
Secretary.

Hongkong, 30th March, 1900. [412b]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 210 for 15 SHARES of the Company, numbered 2804/2808, in the name of PAUL JORDAN, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the Date hereof, and the Original Scrip will be considered by the Company as Null and Void, and all persons are hereby warned against accepting or negotiating same.

By Order,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th March, 1900. [409b]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE is hereby given that SCRIP NUMBER 812 for 8 SHARES of the Company, numbered 1314/1321, in the name of WILLIAM MONARCH BURNSIDE ARTHUR, Esquire, of Hongkong, having been LOST, a New Scrip for the same will be issued after One month from the date hereof and the Original Scrip will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

By Order,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 16th April, 1900. [474b]

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LIMITED.

NOTICE is hereby given that the SECOND INSTALLMENT of \$5 per Share in respect of the 50,000 New Shares has been called up and Holders of such Shares who have not already paid this Installment are requested to PAY the Amount of such CALL to the Undersigned at the Office of the Company, No. 9, Praya Central, on or before the 30th April, 1900.

Dated the 27th March, 1900.
SHEWAN, TOMES & CO.,
General Managers.

HONGKONG, 16th April, 1900. [474b]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.
AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 20th April, 1900. [513b]

Mails.**NIPPON YUSEN KAISHA.**

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wale	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	FRIDAY, 4th May, at Daylight.
*INDUMI MARU M. J. Currow	VICTORIA, B.C. AND SEATTLE, U.S.A., VIA SHANGHAI, KOBE AND YOKOHAMA.	MONDAY, 7th May, at 4 P.M.
INABA MARU W. Bainbridge	NAGASAKI, KOBE AND YOKOHAMA.	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO AND PORT SAID.	FRIDAY, 18th May, at Daylight.
KASUGA MARU E. W. Haswell	SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	FRIDAY, 25th May, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 28th April, 1900. [6]

NORDDEUTSCHER**LLOYD.**

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KUNIGSBERG Christiansen	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	8th May, Freight and Passage.
BAMBERG Jacobs	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	24th May, Freight.
*SARNA Fuchs	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	About 6th June, Freight and Passage.
SAMBA G. Schmidt	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	About 20th June, Freight.
AMBRIA Burmester	HAVRE AND HAMBURG (LONDON with transshipment in HAMBURG)	About 27th June, Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

27] **TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	SAILING DATES.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 8th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 31st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 26th June, at Noon.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 8th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.
VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	SAILING DATES.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 11th May, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 5th July, at Noon.

THE U. S. Mail Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th May, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

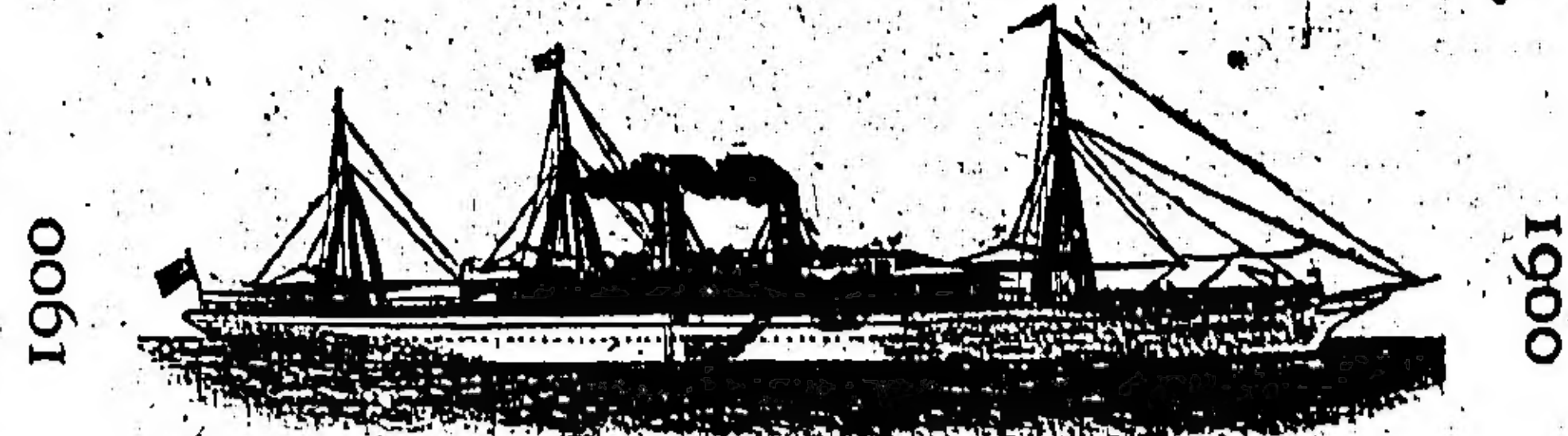
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.
Hongkong, 21st April, 1900. [1]

Mails.**CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.**

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 5th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.
Hongkong, 25th April, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City	3,002	about	May 1
Strathgyle	5,023	about	May 20
Belgian King	3,379	about	June 5
Thyra	3,812	about	July 8

THE Steamship "CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 1st May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 12th April, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide	2,832	F. McNair...	May 5
Duke of Fife	3,821	J. S. Cox.....	May 12
Victoria	3,502	Panton	May 29
.....	June 2

WAITS.

Needle work.
 Gentlemen's Shirts made to order, and Cuffs
 Collars renewed on old ones.
 Ladies and Children's Under-clothing Chil-
 dren's Dresses, and all kinds of Embroidery,
 Materials can be supplied, if required:
 The Superiress will also be most grateful
 for your PAPER, or old ENVELOPES to be made
 into Books for the Children of the Poor Schools,
 are taught by the Sisters.

Needle work.
 Gentlemen's Shirts made to order, and Cuffs
 Collars renewed on old ones.
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